



U.S. Department  
of Transportation  
**Federal Highway  
Administration**

**Intermodal Surface Transportation Efficiency Act**

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# **FHWA Stewardship 1992 Putting ISTEA Into Motion**







# FHWA Stewardship 1992

## Putting ISTEA Into Motion

Dear Colleague

By enacting the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, Congress set into motion a rich array of surface transportation programs, policies, and resources. The first year of the Act, 1992, was a watershed year as we began to implement the Act's provisions.

ISTEA signaled a dramatic change from old, established ways of thinking and doing business. It provided new and broader opportunities to improve our Nation's surface transportation infrastructure. The challenge to the Federal Highway Administration (FHWA) and its surface transportation partners and clients during ISTEA's first year was to put into motion the new programs and attitudes mandated by ISTEA.

ISTEA is landmark legislation that represents major changes in surface transportation programs and initiatives. In addition to authorizing more than \$155 billion over 6 years, which is 75 percent more than the

amount authorized by the previous legislation, it has introduced a comprehensive approach to transportation problems by emphasizing innovation, intermodalism, and flexibility. It also has expanded the responsibilities of local governments, giving them a greater role to play, and has brought the private sector into the existing Federal/State partnership. The importance of this legislation parallels the momentous 1956 Federal-aid Highway Act that provided for the Interstate System and established the Highway Trust Fund.

This paper highlights some key actions taken and achievements made during 1992 to implement ISTEA. It is intended to encourage State and local officials in their continued efforts to implement ISTEA.

It is with a sense of pride that I, on behalf of FHWA and its partners, present this brochure on our ISTEA stewardship actions in 1992 to "put things in motion."

E. Dean Carlson  
Executive Director



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## Introduction

December 18, 1992, marks the first anniversary of the enactment of ISTEA. During FY 1992, the first full year of ISTEA experience, FHWA:

- implemented ISTEA's programs, obligating more than \$18.4 billion; and
- promoted ISTEA principles designed to improve our Nation's surface transportation programs.

ISTEA provides increased financial resources to improve the quality of the transportation infrastructure which will promote economic growth, maintain international competitiveness, and create new wealth. FHWA ensured effective use of the resources by:

- making funds available on the date of enactment and electronically transmitting the apportionment notices to the States immediately after the President signed ISTEA into law. Apportionment summary tables for 1992 and 1993 are attached as Appendices 1 and 2;
- encouraging and assisting the States and local governments to advance surface transportation projects and create employment;
- administering the obligation of \$17.8 billion of Federal-aid highway funds in fiscal year 1992.

This is shown in Table 1, which also includes individual program obligations for FY 1991 and estimated total FY 1993 obligations. FY 1992 obligations include:

- more than \$4.4 billion for Interstate programs;
- about \$3 billion each for the National Highway Program and the Surface Transportation Program;
- about \$1.8 billion for the Bridge Program to replace and rehabilitate bridges;
- \$340 million for the Congestion Mitigation/Air Quality (CMAQ) Improvement Program; and
- nearly \$376 million for Federal Lands Highways.

In an effort to insure understanding of ISTEA provisions, FHWA issued numerous publications. A partial list is included in Appendix 3.

Along with program restructuring and program financing, ISTEA established several new or modified principles. These principles are summarized on the following pages with some examples of representative efforts by FHWA and its partners.



**Table 1**  
**Fiscal Years 1991 – 1993**  
**FEDERAL HIGHWAY OBLIGATIONS**  
(dollars in millions)

<u>Program</u>	<u>FY 1991</u>	<u>FY 1992</u>	<u>FY 1993 (Est.)</u>
Interstate Construction	3,157	2,549	
Interstate 4R/Maintenance	3,004	1,899	
Interstate Transfer	953	369	
Bridge Programs	1,537	1,799	
National Highway System	N/A	2,894	
Surface Transportation Program	N/A	3,036	
Safety	N/A	(21)	
Mandatory Enhancements	N/A	(79)	
Urbanized	N/A	(233)	
Under 5,000	N/A	(395)	
Flexibility & Other	N/A	(2,308)	
Donor State Bonus	N/A	277	
Congestion Mitigation	N/A	340	
Federal Lands	211	376	
Primary Programs	3,160	734	
Secondary Programs	492	268	
Urban Programs	640	283	
Safety Programs	414	206	
Other Programs	1,073	1,025	
<b>Subtotal, Obligation Limit</b>	<b>14,641</b>	<b>16,055</b>	<b>15,327 *</b>
Minimum Allocation	1,325	1,050	
Emergency Relief	205	457	
ISTEA Demos	N/A	145	
Other Demos	164	105	
<b>Subtotal, Exempt</b>	<b>1,694</b>	<b>1,757</b>	<b>2,677 **</b>
<b>Total, Federal Aid</b>	<b>16,335</b>	<b>17,812</b>	<b>18,004</b>
Other Funds	402	637	654 ***
<b>Grand Total FHWA</b>	<b>16,737</b>	<b>18,449</b>	<b>18,658</b>

\* The FY 1993 obligation limitation excludes additional obligation authority (bonus) included in P.L. 102-388 and P.L. 102-240.

\*\* The FY 1993 estimates for exempt programs were included in H. Rept. 102-639 and included in the Conference Committee Report.

\*\*\* The FY 1993 "other funds" is an FHWA estimate based on amounts included in P.L. 102-388.

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## Mobility

Responding to ISTEA's mobility policy, FHWA focused sharply on the public's need for improved access and for the safe, comfortable, convenient, and economical movement of goods and services. Some active initiatives stimulated by ISTEA include:

- continuing toward completion of the initial Interstate System;
- developing a National Highway System (NHS) proposal for submission to Congress by December 18, 1993;
- improving user access to and choice of transportation systems;
- enhancing the condition and performance of the NHS;
- improving the efficiency of goods movement through modal and intermodal initiatives; and
- restoring essential transportation services following natural or other disasters.

## Completion of Interstate Projects

In 1992, the Federal-State partnership combined to complete several major projects on the Interstate System, including the final segments of I-27 (124.38 miles from Amarillo to Lubbock, Texas), I-35 (1,568.27 miles from Laredo, Texas, to Duluth, Minnesota), I-40 (2,554.29 miles from Wilmington, North Carolina, to Barstow, California), I-69 (356.19 miles from Indianapolis, Indiana, to Flint, Michigan), and I-70 (2,175.46 miles from Baltimore, Maryland, to Cove Fort, Utah). The final segment of I-70, which opened October 14, is a world-class scenic highway through narrow, beautiful, and environmentally sensitive Glenwood Canyon in Colorado. After years of study, protests, environmental impact statements, and court action, a design was developed with maximum public involvement that minimized damage to the natural environment, captured the aesthetic appeal of the canyon, and fulfilled the basic Interstate function of the highway.

## Developing the National Highway System: Functional Reclassification

The States were issued guidelines for completing a functional reclassification of all public roads and streets as a first step toward developing the proposed NHS. A fully developed NHS proposal will be submitted to Congress in 1993. Also, FHWA conducted functional classification workshops for over 650 representatives from States and metropolitan planning organizations. Instructions were issued to the States for developing the proposed NHS.

### **Emergency Relief: Restoring Mobility**

FHWA assisted in the disaster relief following Hurricane Andrew. Seventy-seven FHWA employees from throughout the agency were assigned to disaster relief efforts and contributed over 13,000 hours to damage surveys. Nearly \$100 million of FHWA's Emergency Relief funds was provided to Florida for repair of Federal-aid highway facilities. A major portion of this funding is for replacing traffic signal systems, covering 3,000 signalized intersections damaged by the storm.

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### **Innovation**

FHWA stressed the major promise for greater innovation that ISTEA provides. Transportation innovation has paced major societal advances. Now, after too long a period of underemphasizing transportation innovation, FHWA is fostering progress by:

- initiating an advanced research program to identify long-term needs and to adapt emerging technologies to meet these future needs;
- working with academic, industry, and public sector partners to develop strategic and tactical plans for implementation of the Intelligent Vehicle Highway System (IVHS) program to gain global leadership in this technology;
- expanding significant domestic and international activities in research, development, and technology transfer;
- cultivating breakthrough innovations which appear eminent in air quality, sensors, global position satellite application, and other technologies being transferred from the national laboratories;
- accelerating the National Magnetic Levitation (Maglev) Initiative through the use of Highway Trust Funds; and
- developing and expanding local transportation agencies' technical capability and ability to play a more active role through the Local Technical Assistance Program (LTAP).

## **Research and Development**

ISTEA greatly increased funding and program responsibilities for FHWA's Research and Technology Program. In particular, Section 6005 of ISTEA provided funding for an Applied Research and Technology Program for accelerated testing, evaluation, and implementation of technologies. Of the \$35 million for this program in FY 1992, FHWA has made commitments of approximately \$21 million. With this significant support, our Nation's infrastructure will provide enhanced safety, increased mobility and highway-system productivity, and improved compatibility with the environment. Innovations in the applied research program that are being addressed include the following examples: advanced traffic congestion management, equipment for underwater inspection of bridges, advanced bridge inspection techniques, robotics, and European pavement technologies.

Working with State and industry representatives, FHWA is conducting activities to test and implement the products of the \$150 million Strategic Highway Research Program (SHRP). Under the SHRP implementation effort, FHWA is gearing up to aggressively communicate final SHRP research findings to the United States highway community. Potential savings to the highway program from full implementation of SHRP products are estimated at hundreds of millions of dollars annually.

FHWA will continue Long-Term Pavement Performance (LTPP) under its research program for another 15 years following SHRP's effort. Early implementation items under LTPP have been identified; e.g., five Georgia faultmeters are available to State highway agencies, local highway agencies, and industry for testing and evaluation in comparison with their current pavement evaluation techniques.

## **Evaluating New Technology**

Over 100 leaders from all segments of the business and transportation community met in September to develop an action plan for a new Highway Innovative Technology Evaluation Center (HITEC). The plan developed by workshop participants envisions that HITEC will provide a "one stop" center for evaluating innovative highway-related technology, and will accelerate the acceptance and adaptation of newly proven technologies by the highway community. The HITEC will be a major element in the implementation of the new Applied Research and Technology Program authorized by ISTEA. FHWA has a cooperative agreement with the Civil Engineering Research Foundation to initiate operation of HITEC at the Turner-Fairbank Highway Research Center.

## **Pursuing Innovations from Abroad**

In early 1992, FHWA developed the International Technology Scanning Program in response to Sections 6003 and 6005 of ISTEA. The legislation provided the authority to pursue the long believed beneficial activities of looking abroad for innovative technology and informing the domestic highway community of these innovations. Some major activities were:

- establishing the International Coordination Board which is chaired by the FHWA Executive Director;
- initiating the International Technology Scanning Program; and
- conducting two open public meetings. These meetings, called International Forum meetings, were held in April 1992 and September 1992. They provided an opportunity for an exchange of information on needed activities.

### **The Promise of Intelligent Vehicle/Highway Systems**

Intelligent Vehicle/Highway Systems, or "smart cars" and "smart highways," include a wide range of modern communications, computer, control, and electronic technologies and services that will improve mobility, enhance safety, maximize existing transportation facilities and energy resources, and help protect the environment. For example, the Automated Traffic Surveillance and Control (ATSAC) system in Los Angeles uses special detectors embedded in the streets and remote-controlled video cameras mounted at key intersections to measure traffic flow. ATSAC computers alter traffic signal timing to respond to changes in traffic conditions. Closed-circuit television monitors enable traffic engineers to spot accidents or disabled vehicles and immediately dispatch emergency and repair equipment. Traffic information will soon be provided to travelers on electronically changeable message signs, over highway advisory radio, and on television monitors at major offices and other locations in the city.

As of mid-1992, ATSAC signals were operating at 800 intersections, and the system is being installed at another 400 intersections, some of which is financed with ISTEA funds. The Los Angeles DOT reports that ATSAC has cut commuter travel time by 50,000 hours per day, reduced the number of vehicle stops at red lights by 8 million per day, lowered fuel consumption within ATSAC areas by 13 percent, and cut auto emissions by 26 percent. In recognition of the success of the ATSAC system, the Ford Foundation recently awarded the Los Angeles DOT a \$100,000 grant and the prestigious "Innovations in State and Local Government Award."

### **Looking Ahead: FHWA 2000**

FHWA is involved in a process to create a mission and future vision for the agency consistent with ISTEA legislation. This process – FHWA 2000 – was a highly participatory effort involving virtually all FHWA employees and also including State highway agency (SHA) representation.

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## Intermodalism

FHWA fostered intermodalism in its policies, processes, and programs by:

- issuing guidelines for development of an NHS that provides highway access to ports, airports, border crossings, public transportation, and intermodal facilities;
- initiating regulations for the Intermodal Management System, which will increase integration of a State's transportation systems and significantly promote the intermodal perspective;
- conducting workshops to help State DOTs implement intermodal transportation programs; and
- cooperating with other Federal agencies on model intermodal projects.

## Improving High-speed Rail Corridors

In cooperation with the Federal Rail Administration (FRA), five high-speed rail corridors were selected in Florida, Canada-Washington-Oregon, California, Michigan-Illinois, and Washington, DC-Virginia for elimination of hazards of railway-highway crossings. ISTEA authorized \$5 million annually for the corridor improvements. The funds authorized by ISTEA, along with State and other funds, will be used to make highway grade crossing improvements. To eliminate grade crossing hazards, the States plan a mix of grade separations, improvements, and closure of redundant crossings. The corridor improvements are expected to reduce grade crossing casualties and energy consumption, and provide environmental and economic benefits.

## Linking Modes of Transportation

FHWA is also working with FRA and the Federal Transit Administration (FTA) to initiate studies of multi-modal passenger terminals which link various types of rail transportation to highways and other modes. These proposed projects will serve as cost-effective examples of modal integration. Feasibility studies are proposed for Chicago, Milwaukee, Seattle, San Antonio, Detroit, Denver, Portland (Maine), and Orlando.

## Interagency Cooperation:

### Multi-modal Funding

Rhode Island will use Federal Aviation Administration (FAA) and FHWA funds for the proposed \$160 million in improvements to the Green State Airport terminal facilities. The planned two-level terminal will require modifications to the airport connector highway and internal traffic circulation. The construction financing includes State bonds and FAA and FHWA funds. Debt service on the bonds will be derived from future FAA funds and airport revenues.

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## Environment

ISTEA emphasizes programs that improve the environment and enhance air quality. FHWA advanced ISTEA's environmental goals by:

- implementing and promoting the Congestion Management and Air Quality (CMAQ) Improvement Program to advance transportation projects and programs which contribute to the attainment of National Ambient Air Quality Standards;
- encouraging measures to support transportation enhancements, historic preservation, scenic enhancement, and water quality improvement;
- implementing programs to promote wetland banking, mitigation of adverse impacts, and nonmotorized transportation;
- initiating the development of an environmental performance monitoring system to measure trends in highway environmental impacts, mitigation work, and enhancements;
- launching a significantly larger and more ambitious environmental research program, with emphasis on joint research with the Environmental Protection Agency (EPA) and the Corps of Engineers, and technology transfer of results to State and local governments; and
- conducting an excellence in highway design award competition for the most outstanding examples in planning, design, and development of safe, functional, and environmentally sensitive highways.

## Improving Air Quality

The development of guidance for the CMAQ Improvement Program is a prime example of the formation of new partnerships to meet ISTEA's requirements. The guidance was distributed in October 1992, as a joint policy memorandum from FTA and FHWA, and was developed in close collaboration with EPA. It describes eligibility criteria which cut across projects and programs related to highways, transit, and even areas such as vehicle emission inspection and maintenance programs which go beyond traditional transportation programs. The challenge in developing the guidance was to generate consistent policy positions which would best enhance air quality and which each agency could support throughout the program's life. The guidance will assist States and metropolitan areas in the development and implementation of transportation/air quality programs to meet the standards set by the Clean Air Act Amendments of 1990.

## Improving the Highway Environment

"America's Treeways" is a partnership of FHWA, the U.S. Forest Service, the National Tree Trust, the Interior Department, the American Association of State Highway and Transportation Officials (AASHTO), and the American Association of State Foresters. Through pilot programs in three States – Virginia, Ohio, and Michigan – over 30,000 trees were planted in Spring 1992, and additional plantings are being planned in other States. The program encourages local volunteers to plant trees, which are donated by the private sector. Environmental benefits of this program include control of erosion and highway runoff, reduction of carbon dioxide buildup in the atmosphere, visual enhancement for motorists and communities, and provision of wind breaks, climate control, and habitat for wildlife.

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## Flexibility

States and other transportation providers were encouraged to take full advantage of ISTEA funding flexibility and broader project eligibility and to develop innovative responses to transportation challenges. Actions taken by FHWA to achieve this include:

- issuing guidance on the "soft-match" provisions and matching share waiver;
- promoting Federal investment on national goals and, at the same time, encouraging States and localities to use the flexibility available to them in spending transportation dollars on projects of significance to them;
- developing simplified procedures for transfer of highway funds for transit projects; and
- issuing guidance on quarterly obligation of STP funds, which provided the States with three options for the commitment of funds.

## Working with State and Local Governments

To maximize use of ISTEA's financial resources, FHWA staff participated closely with FTA in several conferences to provide the States and local governments with information on the program and financial features of the ISTEA legislation.

## Creative Use of Toll Revenues

Section 1044 of ISTEA permits a State to use certain toll revenue expenditures as a credit toward the non-Federal share of all programs authorized by Title 23 and ISTEA. This is in essence a "soft-match" provision that allows the Federal share to be increased up to 100 percent to the extent credits are available. During 1992, five States had soft-match credits approved totalling about \$680 million. New Jersey, for example, had a credit amount of \$192.8 million approved during FY 1992 and in FY 1993 is using this credit to match its entire Federal highway and transit program, both at the State and local level.

## Flexible Funding

Taking advantage of ISTEA flexibility the States transferred \$1.085 billion among the highway programs. About 85 percent of the amount transferred went to NHS and STP programs. Additionally, more than \$300 million of FHWA funds was made available to FTA for transit projects.

## Funding for Transit Projects

Also, FHWA developed flexible methods and procedures for the use of selected categories of Federal highway funds for transit projects administered by FTA. A joint FHWA/FTA memorandum on flexibility and transferability was issued on June 19, 1992. This process helped to facilitate the use of highway funds for transit projects.



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## Highway Safety

ISTEA continues the commitment of the Federal Government to improve safety on the Nation's highways. FHWA reflected this commitment by:

- making reduction of traffic fatalities a top priority;
- encouraging the development and implementation of State safety programs that have high potential to reduce highway accident rates;
- encouraging broad-based initiatives related to safety management systems, and "safety smart" Intelligent Vehicle/Highway System deployment;
- promoting safe roadside design concepts to the utility industry;
- establishing minimum driver training requirements for longer combination vehicle operators and determining if training for all entry-level commercial vehicle drivers should be required;
- limiting the operation on the Interstate system of double- and triple-trailer combinations with a gross vehicle weight over 80,000 pounds; and
- implementing the Motor Carrier Safety Assistance program.

## Expanding the Motor Carrier Safety Assistance Program

ISTEA indicated the importance of motor carrier programs through the reauthorization and expansion of the Motor Carrier Safety Assistance Program (MCSAP), a State-administered program to support commercial motor vehicle activities. FHWA published a final rule on September 8, 1992, expanding the scope of MCSAP beyond the core activities of roadside inspections and carrier reviews to include such ISTEA initiatives as training State inspectors to enforce hazardous materials requirements and traffic enforcement performed in conjunction with roadside inspections. FHWA is studying one Region's program for conducting traffic enforcement along with roadside inspections as a model for a national program.

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## Program Efficiency

FHWA promoted ISTEA efficiency provisions through improved systems, engineering, and program administration activities. These included:

- assisting the States in overseeing projects, streamlining program administration and regulatory requirements, encouraging cooperation in the financial management area, and expanding use of information and data communications technology;
- providing guidance on pavement, bridge, safety, traffic congestion, public transportation, and intermodal management systems;
- encouraging least-cost pavement and bridge programs that include life-cycle costing;
- assisting States in developing uniform commercial motor vehicle registration and fuel tax reporting agreements; and
- accelerating ISTEA's schedule by urging the States to accept in FY 1992 the National Governors Association's (NGA's) recommendations for uniform reporting of truck and bus accident data.

## Improving the Project Development Process

Under Section 1016 of ISTEA, a State has considerable flexibility in selecting the degree to which FHWA is involved in project oversight for 3R and low-cost NHS projects, and for non-NHS projects. As of September 1, 1992, about 25 percent of the States were exempted from direct FHWA project oversight on 3R NHS projects. About 40 percent of the States were exempted from project oversight on low-cost NHS projects. Slightly over half the States have been exempted from direct FHWA project oversight on non-NHS projects. Nebraska and New Hampshire are examples of States that have been exempted from routine FHWA oversight of applicable NHS and all non-NHS projects. As a result, FHWA division offices report they are handling significantly less paperwork, and the project development process has been expedited.

## ISTEA Management Systems

Management systems are required by Section 1034 of ISTEA. To achieve the objectives of ISTEA for these systems, FHWA took several actions, which included:

- publishing an advance notice of proposed rulemaking (ANPRM) in the *Federal Register* to solicit early input for development of the regulations;
- conducting three public workshops for the safety management systems. Public workshops for traffic congestion, public transportation facilities and equipment, and intermodal transportation facilities and systems were conducted in Los Angeles, New York, Chicago, and Houston. The purpose of the workshops was to obtain input to the rulemaking process.

- preparing a notice of proposed rulemaking (NPRM) by FHWA and FTA with input from other DOT modal administrations and the Office of Intermodalism;
- continuing the promotion of bridge management systems. FHWA has supported the development of a prototype system called PONTIS. That system, now recognized nationally and internationally, will lead to more efficient use of public bridge funds; and
- conducting a national workshop for engineering, planning, and continuing education faculty to support their incorporation of management systems training into college and university curricula.

### **A Commitment to Quality**

A joint FHWA/AASHTO/industry steering committee termed the "National Quality Initiative (NQI)" was formed in 1992 to focus national attention and guide future efforts on the issue of quality in the highway program. This unique partnership effort produced a "National Policy on the Quality of Highways" that a number of participating organizations signed at a 1-day seminar entitled "Partnerships for Quality" in Dallas, Texas, on November 10, 1992. The seminar was directed at State and FHWA managers and key industry officials.

The jointly signed policy pledges each organization to make a continuing commitment toward the production of quality products and services through a partnership approach. Those signing the policy were from FHWA, AASHTO, Associated General Contractors of America, National Asphalt Pavement Association, American Concrete Pavement Association, American Consulting

Engineering Council, National Ready Mixed Concrete Association, and the American Road and Transportation Builders Association.

The policy statement and the November 10 seminar are just the beginning of a continuing emphasis on quality improvement. Two major follow-up initiatives to take place in 1993 are regional seminars and State workshops. During April and May of 1993, four regional seminars (one in each AASHTO region) directed at middle- to top-level management of both the public and private sectors will be held. Starting in the fall of 1993, States will be provided prototype workshop materials targeted at technical and production personnel to allow tailoring of technically oriented workshops for presentation around the State. The regional seminars and the State workshops will build upon the overall philosophy of constant improvement in the highway engineering discipline.

### **Providing Comprehensive Information**

FHWA developed a comprehensive electronic policy reference system covering Federal-aid legislation, the Federal-aid Policy Guide, ISTEA policy memorandums, and questions and answers pertaining to ISTEA provisions. This electronic system reduces the need to maintain separate and duplicative databases of Federal-aid policy materials. Also, FHWA participated with AASHTO in a working group which is developing a Comprehensive Transportation Information and Planning System. This will be a nationwide intermodal system to share and disseminate transportation related information.

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## **Improving Financial Management**

Joint Federal/State Financial Management Conferences were held in Denver, Colorado, and Baltimore, Maryland. Speakers from AASHTO, the Office of Management and Budget, the private sector, the Department of Transportation (DOT), and FHWA provided information on a variety of financial and general management topics to participants.

## **Electronic Data Sharing**

In 1992, FHWA actively promoted Electronic Data Sharing (EDS) as a means of significantly improving program delivery and service to the States by sharing access to information, by speeding up approvals and payment of funds, and by reducing the volume of paper now being exchanged. One example of a successful EDS application in 1992 is the ISTEA question-and-answer conference on the Federal Highway Electronic Bulletin Board System (FEBBS). Forty policy memos and 275 questions and answers were entered into FEBBS. Since March 1992, more than 500 new public users have registered on FEBBS. The volume of calls exceeds 5,000 per month.

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## **Planning and Programming**

ISTEA fosters fundamental changes to previous decision-making, funding, and approval mechanisms. These changes are intended to promote improvements in interagency cooperation, management of financially constrained resources, management of land use/transportation interaction, and the achievement of environmental goals while meeting transportation objectives. FHWA activities included:

- promoting new or improved processes to produce effective transportation plans and programs;
- issuing interim guidance to help the States implement the new planning provisions on statewide transportation planning and programming;
- promoting new partnerships and technical approaches to planning and program implementation through an enhanced research program and participation in national meetings, specialized workshops, and invited presentations;

- sponsoring critical national conferences involving chief executive officers of State DOTs, MPOs, transit agencies, and the private sector to accelerate development of effective, cooperative working relationships to implement ISTEA's planning and programming requirements;
- issuing interim guidance to assist metropolitan planning organizations implementing ISTEA's metropolitan planning requirements for long-range plans and programs that consider all transportation modes and result in the development of integrated, intermodal, transportation systems; and
- emphasizing early public involvement by States and metropolitan areas to utilize the multi-modal flexibility provisions, and developing intermodal planning processes that advance beyond separate highway and transit program plans.

### **The Freight Transportation Planning Conference**

In late October 1992, FHWA jointly sponsored the first Freight Transportation Conference with the American Trucking Associations and the National Association of Regional Councils. The staffs from metropolitan planning organizations, State planners and freight transportation providers discussed how to plan and select projects which would best improve passenger and freight mobility and increase the productivity of freight transportation providers.

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## **Investment Strategies**

ISTEA encourages a number of new activities that are designed to enhance investment and encourage innovative financing through new cost-sharing partnerships with the private sector, State transportation agencies, and revenue enforcement agencies of both State and Federal governments. Also, a continued FHWA priority is investing in highway construction industry efforts to increase employment, training, and contracting opportunities for minorities, women, and other socially and economically disadvantaged individuals. FHWA actions included:

- encouraging States to take full advantage of ISTEA opportunities for utilizing public/private partnerships and congestion pricing provisions;
- issuing guidance on ISTEA toll and ferry provisions;
- sponsoring seminars and publishing proceedings on congestion pricing, toll, and public/private partnership issues;
- issuing brochures on "Building a Better Partnership: Public/Private Cost-Sharing and Toll Financing," "Innovative Highway Financing," and "Exploring Key Issues in Public/Private Partnerships for Highway Development;"

- initiating research to study major barriers to public/private partnerships and developing training to make States aware of ISTEA privatization provisions; and
- implementing ISTEA's tax evasion provisions by establishing nine Federal/State regional fuel tax enforcement task forces across the Nation. Over 40 States have entered into agreements with the IRS and, as a result, criminal investigations on fuel tax evasion are underway throughout the Nation.

### **State Fuel Tax Compliance**

New Jersey is one of the lead States participating in the FHWA Federal/State Motor Fuel Tax Compliance Project. As a result of a strong new focus on fuel tax evasion, New Jersey laws were strengthened by setting up a licensing system, increasing registration fees, imposing new reporting requirements, and requiring bonding by those in the motor fuels business.

### **Investing in Opportunities: The Civil Rights Conference**

On September 12-18, 1992, FHWA hosted a National Civil Rights Conference in Norfolk, Virginia. Approximately 250 participants attended the conference representing State transportation agencies, highway construction industry officials, Federal-aid recipients, and special interest groups. The conference theme of "ISTEA: Empowerment and Opportunity" was carried throughout each planned activity, i.e., general forums and training sessions. "Cultural Diversity" and the "FHWA Stewardship of the Disadvantaged Business Enterprise Program" were also discussed. A highlight of the conference was the public announcement of the FHWA and Department of Labor "Women in Highway Construction" initiative.

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## New Partnerships

ISTEA creates many new partnerships and enriches relations with existing partners. Governmental entities at all levels, public interest and advocacy groups, academia, and foreign countries are among FHWA's partners in achieving ISTEA's surface transportation goals. FHWA fostered ISTEA's partnerships by:

- entering into a memorandum of understanding with EPA to work together for an environmentally sound transportation system;
- initiating development of a working agreement with the Nature Conservancy and Ducks Unlimited for technical assistance on wetland banking;
- working with the Surface Transportation Policy Project, a coalition of over 100 environmentally oriented organizations, in workshops and other activities to educate and involve the public in State and local transportation planning and decisionmaking;
- establishing a joint EPA/FTA/FHWA 3-year project with the National Association of Regional Councils, AASHTO, the American Public Transit Association (APTA), State and local air quality agencies, and others to share information and provide technical assistance to State and local governments in implementing the Clean Air Act and ISTEA;
- working with the Bureau of Land Management (BLM) to develop a plan for BLM participation in the transportation planning activities of the Federal Lands Highway Programs;
- convening an air quality "summit" for senior officials of EPA, FTA, and FHWA to foster closer cooperation and greater effectiveness in fulfilling air quality/transportation policies in the Clean Air Act and ISTEA;
- expanding recruitment to Historically Black Colleges and Universities, members of the Hispanic Alliance of Colleges and Universities, and Indian Community Colleges;
- researching, developing, and promoting an initiative to increase the employment of women in non-traditional jobs in cooperation with the U.S. Labor Department;
- initiating a 1-year study to examine the ways in which FHWA and the U.S. private sector can cooperate in the international marketplace to increase the competitive advantage of U.S. road-related industries;
- providing technical assistance to countries in Asia, the former Soviet Union, and Latin America in cooperation with the World Bank and other public international organizations; and
- strengthening the partnership roles of the Federal lands management agencies by special inclusion in transportation planning and statewide improvement programs.

### **The EPA/FHWA/FTA Air Quality Summit**

On October 28-29, 1992, over 100 senior officials of EPA, FHWA, and FTA met in Arlington, Virginia, to discuss how to work together more effectively to carry out the transportation/air quality provisions of ISTEA and the Clean Air Act. Panelists from State and local governments presented issues and problems on which they needed assistance, followed by break-out groups in which the Federal officials identified the actions they could take to respond to State and local needs. As a result of the conference, an action plan is being developed through which EPA, FHWA, and FTA will strengthen their efforts to ensure successful implementation of the Clean Air Act and ISTEA's air quality provisions.

### **Safety Management Systems Workshops**

Public workshops were conducted by FHWA in cooperation with the National Highway Traffic Safety Administration (NHTSA) in Washington, DC, San Francisco, California, and Kansas City, Missouri, to receive public input and provide an opportunity for association and public- and private-interest groups impacted by Safety Management Systems (SMS) to present their perspectives. AASHTO, National Association of Governors' Highway Safety Representatives (NAGHSR), Highway Users Federation (HUF), National Association of Regional Councils (NARC), and the Institute of Transportation Engineers (ITE) were among the participants in these SMS workshops.

### **The Scenic Byways Advisory Committee**

FHWA partnering arrangements under ISTEA include work on advisory committees. FHWA cooperated in the

establishment of a 17-member scenic byways advisory committee to assist in the development of a national scenic byways program. The committee will develop recommendations regarding minimum criteria and standards for use by State and Federal agencies in designating highways as scenic byways and all-American roads. The first meeting of the committee was held on December 1. Similarly, FHWA coordinated with the Department of the Interior and the U.S. Forest Service regarding the National Recreational Trails Funding Program and established an advisory committee for that program as well.

### **The Base State Working Group**

ISTEA requires States to join by September 30, 1996, the International Registration Plan (IRP) – a base-State agreement for registering interstate trucks and buses. In addition, States are required to join the International Fuel Tax Agreement (IFTA) – a similar agreement for reporting fuel taxes, by September 30, 1996, although New Hampshire, Maine, and Vermont may continue to participate in the Regional Fuel Tax Agreement. ISTEA also required FHWA to establish a working group to: (1) recommend procedures to resolve disputes among States participating in the IRP and IFTA, and (2) provide technical assistance to new and existing members of IRP and IFTA. FHWA has established the Base State Working Group, composed of representatives from the National Conference of State Legislatures and the Federation of Tax Administrators, as well as other State and local government officials. The Working Group has met several times and is helping FHWA oversee the implementation of the uniformity provisions. The Working Group will submit a report to Congress in December 1993 with its findings and recommendations for improving IRP and IFTA.



## Appendix 1

## FY 1992 Federal-aid Highway Program Apportionments Under P.L. 102-240.

## Demonstration Projects Are Single State Only (SSO) Projects

State	I-Con.	I-Maint.	NHS	Bridge	STP	I-Trnf.	Subtotal	Cong. Mit. & Air Q.
Alabama	13,742	43,334	53,930	35,028	69,096	0	215,130	4,130
Alaska	0	18,105	44,380	5,311	98,167	0	165,963	4,130
Arizona	0	51,247	37,638	5,311	46,549	0	140,745	11,069
Arkansas	0	25,115	32,302	28,470	34,948	0	120,835	4,130
California	191,015	241,745	244,931	126,880	301,407	8,636	1,114,615	122,328
Colorado	14,124	42,443	44,099	19,654	58,571	0	178,892	4,130
Connecticut	22,784	30,779	47,750	80,840	46,536	55,617	284,306	19,396
Delaware	0	11,703	14,325	5,365	22,195	0	53,588	4,130
Dist. of Col.	30,132	11,703	14,887	11,443	17,657	598	86,419	4,130
Florida	19,587	85,356	110,668	40,985	176,569	0	433,165	24,648
Georgia	36,919	82,798	81,176	34,215	105,475	4,943	345,526	12,765
Hawaii	42,538	11,703	14,606	13,432	57,287	0	139,565	4,130
Idaho	0	20,691	21,909	5,521	33,781	0	81,902	4,130
Illinois	0	80,272	108,983	68,277	150,155	0	407,687	40,391
Indiana	0	50,301	61,233	29,491	88,037	2,049	231,110	9,289
Iowa	0	32,827	44,099	29,288	58,456	42	164,712	4,130
Kansas	0	32,935	40,166	33,791	43,023	0	149,914	4,130
Kentucky	13,229	39,247	46,346	27,963	59,816	0	186,601	6,062
Louisiana	10,485	41,807	46,627	40,916	44,659	0	184,495	4,130
Maine	0	11,703	17,696	14,144	22,511	0	66,054	4,130
Maryland	80,972	38,780	44,099	31,727	50,360	5,564	251,502	25,971
Massachusetts	437,625	41,388	53,368	97,672	7,213	3,594	640,860	33,948
Michigan	19,814	75,004	78,648	57,154	82,824	0	313,444	24,046
Minnesota	18,096	43,423	48,874	25,623	64,650	30	200,696	4,130
Mississippi	0	27,754	35,111	32,796	35,350	0	131,011	4,130
Missouri	0	64,013	68,536	59,935	63,896	0	256,381	8,178
Montana	0	36,680	30,897	8,215	39,707	0	115,498	4,130
Nebraska	0	19,014	30,055	20,947	42,201	0	112,218	4,130
Nevada	0	20,544	21,628	5,311	33,370	0	80,853	4,130
New Hampshire	0	11,703	17,134	11,946	23,313	0	64,095	4,130
New Jersey	109,971	28,168	73,311	114,045	58,719	15,010	399,224	47,551
New Mexico	0	37,712	30,055	5,659	38,946	0	112,372	4,130
New York	0	87,621	153,363	212,437	118,136	92,163	663,721	86,889
North Carolina	28,438	46,309	71,064	46,222	101,775	0	293,808	10,187
North Dakota	0	17,938	21,066	5,311	34,436	0	78,752	4,130
Ohio	18,943	90,221	101,680	90,861	97,606	0	399,311	36,218
Oklahoma	0	32,541	42,975	35,167	49,725	0	160,408	4,130
Oregon	23,309	35,150	34,549	25,168	34,120	2,374	154,670	4,426
Pennsylvania	229,521	60,036	115,443	208,976	47,399	0	661,375	49,832
Rhode Island	0	11,703	14,606	10,069	22,135	31,845	90,358	4,827
South Carolina	12,334	39,685	41,571	19,010	55,244	0	167,844	4,130
South Dakota	0	21,888	23,313	8,707	33,216	0	87,123	4,130
Tennessee	2,887	58,331	61,795	48,184	62,853	10,935	244,985	9,205
Texas	40,951	174,723	191,563	86,169	264,149	0	757,556	82,040
Utah	0	37,494	26,684	5,311	30,278	0	99,767	4,130
Vermont	0	11,703	15,449	10,722	19,917	0	57,791	4,130
Virginia	91,076	65,086	61,514	48,963	54,550	0	321,188	17,552
Washington	122,007	49,639	49,436	48,356	37,011	0	306,449	13,210
West Virginia	0	18,727	34,549	52,822	23,143	0	129,241	4,130
Wisconsin	0	30,987	47,189	29,572	68,477	0	176,226	10,387
Wyoming	0	29,028	23,313	5,311	29,506	0	87,158	4,130
* Puerto Rico	0	11,703	18,257	11,702	26,637	0	68,298	4,130
<b>TOTAL</b>	<b>1,630,500</b>	<b>2,340,506</b>	<b>2,808,846</b>	<b>2,136,398</b>	<b>3,285,756</b>	<b>233,400</b>	<b>12,435,405</b>	<b>826,061</b>

(Dollars in Thousands)

\*Before Penalties

Subtotal	Donor Bonus	H.H. Adjust.	Subtotal	Metro. Plng.	Total	Min. Alloc.	Demos SSO	Grand Total	Percent
219,261	10,673	8,817	238,750	1,277	240,028	24,284	11,696	276,008	1.71
170,094	0	32,007	202,100	583	202,684		0	202,684	1.26
151,814	10,491	20,008	182,314	1,844	184,158	48,943	976	234,078	1.45
124,965	4,330	9,320	138,616	583	139,199	48,853	22,240	210,292	1.31
1,236,942	93,287		1,330,229	17,681	1,347,910	135,127	25,636	1,508,673	9.37
183,022	0		183,022	1,651	184,673		232	184,905	1.15
303,702	0		303,702	1,705	305,407		6,352	311,759	1.94
57,718	0	7,017	64,735	583	65,319		0	65,319	0.41
90,550	0		90,550	583	91,133		1,768	92,901	0.58
457,812	41,682		499,494	7,066	506,560	159,083	14,365	680,008	4.22
358,291	17,675	12,849	388,815	2,264	391,079	80,121	8,432	479,632	2.98
143,696	0		143,696	583	144,279		480	144,759	0.90
86,032	0	22,912	108,945	583	109,528		5,632	115,160	0.71
448,078	0	38,739	486,817	5,887	492,703		78,207	570,910	3.54
240,399	13,654	13,408	267,462	1,870	269,331	81,220	7,512	358,063	2.22
168,843	0		168,843	654	169,497		3,168	172,665	1.07
154,045	0	25,951	179,996	707	180,703		5,840	186,543	1.16
192,663	9,383	6,222	208,268	887	209,154	10,552	1,728	221,434	1.37
188,625	11,881	15,995	216,501	1,547	218,047	4,030	5,613	227,691	1.41
70,184	3,290	4,262	77,735	583	78,319	1,210	14,968	94,497	0.59
277,473	0		277,473	2,487	279,959		7,688	287,647	1.79
674,808	0	13,596	688,404	3,284	691,689		472	692,161	4.30
337,490	33,389		370,879	4,036	374,915	62,608	9,925	447,448	2.78
204,826	0	25,629	230,456	1,646	232,102		15,755	247,857	1.54
135,142	5,401	18,661	159,203	583	159,787	22,371	2,220	184,378	1.14
264,559	14,225	9,834	288,617	1,932	290,549	56,989	8,960	356,498	2.21
119,629	0	29,525	149,154	583	149,738		1,440	151,178	0.94
116,348	0	14,702	131,049	583	131,633		416	132,049	0.82
84,984	0	234	85,217	633	85,850		5,888	91,738	0.57
68,225	0	7,562	75,788	583	76,371		2,568	78,939	0.49
446,775	0		446,775	4,603	451,378		16,232	467,610	2.90
116,502	0	54,020	170,522	583	171,106		864	171,970	1.07
750,610	0	5,673	756,283	9,801	766,084		28,546	794,630	4.93
303,995	19,745	28,310	352,051	1,745	353,795	65,949	7,628	427,373	2.65
82,882	0	15,010	97,892	583	98,476		5,680	104,156	0.65
435,528	30,825	7,743	474,097	4,622	478,719	98,837	12,627	590,184	3.66
164,538	7,987	15,303	187,828	940	188,768	36,377	7,083	232,229	1.44
159,096	6,813	22,276	188,185	986	189,171	1,258	3,680	194,109	1.21
711,207	0		711,207	5,004	716,212		69,385	785,596	4.88
95,184	0		95,184	583	95,768		4,593	100,361	0.62
171,974	0		171,974	991	172,964		3,096	176,060	1.09
91,254	0	18,849	110,103	583	110,686		0	110,686	0.69
254,190	14,838	19,291	288,319	1,540	289,859	40,094	3,080	333,033	2.07
839,595	55,954		895,550	7,896	903,445	125,464	18,912	1,047,822	6.51
103,897	0	17,682	121,579	916	122,495		872	123,367	0.77
61,921	0	7,551	69,472	583	70,055		1,600	71,655	0.44
338,740	0	19,184	357,923	2,659	360,582		11,160	371,742	2.31
319,659	0		319,659	2,232	321,891		7,168	329,059	2.04
133,371	0	12,463	145,834	583	146,417		24,944	171,361	1.06
186,613	11,680	53,506	251,799	1,711	253,510	56,615	5,720	315,846	1.96
91,288	0	12,499	103,787	583	104,370		1,600	105,970	0.66
72,428	0		72,428	1,476	73,904		0	73,904	0.46
13,261,466	417,203	646,610	14,325,278	116,681	14,441,959	1,159,988	504,647	16,106,594	100.00

## Appendix 2

## FY 1993 Federal-aid Highway Program Apportionments Under P.L. 102-240.

## Demonstration Projects Are Single State Only (SSO) Projects

State	I-Con.	I-Maint.	NHS	Bridge	STP	I-Trnf.	Subtotal	Cong. Mit. & Air Q.
Alabama	10,251	52,242	64,477	39,663	84,758	0	251,391	4,936
Alaska	0	21,563	53,060	6,396	117,684	0	198,703	4,936
Arizona	0	61,005	45,000	6,396	56,109	0	168,511	13,225
Arkansas	0	29,742	38,619	34,041	42,271	0	144,673	4,936
California	142,554	288,956	292,835	158,444	355,162	9,310	1,247,260	146,273
Colorado	5,432	50,823	52,724	24,279	69,438	0	202,696	4,936
Connecticut	11,968	35,786	57,089	73,660	79,246	55,448	313,197	23,173
Delaware	0	13,987	17,127	6,461	26,584	0	64,159	4,936
Dist. of Col.	22,483	13,987	17,798	14,286	20,605	594	89,751	4,936
Florida	16,125	102,390	132,313	46,349	214,141	0	511,318	29,448
Georgia	27,549	98,330	97,052	43,587	124,600	4,924	396,041	15,251
Hawaii	0	13,987	17,463	14,640	70,078	0	116,168	4,936
Idaho	0	24,718	26,194	6,821	40,323	0	98,057	4,936
Illinois	0	96,463	130,298	84,476	176,876	0	488,113	48,258
Indiana	0	63,216	73,209	35,064	102,760	2,044	276,293	11,098
Iowa	0	38,766	52,724	38,326	67,306	40	197,162	4,936
Kansas	0	39,842	48,022	40,524	51,101	0	179,488	4,936
Kentucky	5,869	47,170	55,410	33,995	70,999	0	213,443	7,242
Louisiana	7,820	49,783	55,746	49,476	53,327	0	216,152	4,936
Maine	0	13,987	21,157	13,495	30,481	0	79,119	4,936
Maryland	0	46,310	52,724	41,513	56,963	5,543	203,053	30,574
Massachusetts	776,000	47,834	63,806	121,071	5,090	4,502	1,018,304	40,560
Michigan	14,790	89,894	94,030	70,490	97,121	0	366,325	28,730
Minnesota	10,489	52,565	58,433	27,320	80,302	30	229,140	4,936
Mississippi	0	32,919	41,977	42,467	39,461	0	156,824	4,936
Missouri	0	76,359	81,940	82,650	66,009	0	306,958	9,771
Montana	0	43,779	36,940	9,998	47,564	0	138,282	4,936
Nebraska	0	22,594	35,933	26,107	49,710	0	134,345	4,936
Nevada	0	24,668	25,858	6,396	39,881	0	96,803	4,936
New Hampshire	0	13,987	20,485	12,572	29,696	0	76,739	4,936
New Jersey	82,076	32,049	87,649	136,152	72,494	14,955	425,375	56,812
New Mexico	0	45,035	35,933	6,915	46,655	0	134,539	4,936
New York	0	103,408	183,358	255,851	141,680	91,809	776,106	103,897
North Carolina	21,216	55,402	84,962	62,223	115,064	0	338,868	12,171
North Dakota	0	21,408	25,186	6,396	41,297	0	94,287	4,936
Ohio	0	108,106	121,567	105,276	120,456	0	455,405	43,272
Oklahoma	0	38,509	51,380	43,332	58,819	0	192,040	4,936
Oregon	17,629	42,007	41,306	30,574	40,541	1,406	173,463	5,777
Pennsylvania	0	71,660	138,022	258,435	48,931	79	517,127	59,538
Rhode Island	0	13,987	17,463	14,913	23,542	31,223	101,128	5,767
South Carolina	9,248	47,933	49,701	24,476	64,077	0	195,436	4,936
South Dakota	0	26,123	27,873	10,165	40,152	0	104,313	4,936
Tennessee	2,159	69,184	73,880	60,300	73,401	10,893	289,817	10,997
Texas	30,600	210,326	229,029	100,105	317,501	0	887,561	98,099
Utah	0	46,049	31,903	9,151	32,317	0	119,420	4,936
Vermont	0	13,987	18,470	13,268	23,467	0	69,191	4,936
Virginia	0	77,632	73,545	49,329	75,001	0	275,507	20,970
Washington	4,430	58,997	59,104	56,042	46,704	0	225,276	15,668
West Virginia	0	22,307	41,306	58,536	32,588	0	154,737	4,936
Wisconsin	0	37,169	56,418	34,038	83,379	0	211,004	12,411
Wyoming	0	34,432	27,873	6,396	35,650	0	104,351	4,936
* Puerto Rico	0	13,987	21,828	16,928	29,029	0	81,772	4,936
<b>TOTAL</b>	<b>1,218,686</b>	<b>2,797,354</b>	<b>3,358,199</b>	<b>2,569,766</b>	<b>3,928,389</b>	<b>232,800</b>	<b>14,105,194</b>	<b>987,188</b>

(Dollars in Thousands)

\*Before Penalties

Subtotal	Donor Bonus	H.H. Adjust.	Subtotal	Metro. Plng.	Total	Min. Alloc.	Demos SSO	Grand Total	Percent
256,327	14,094		270,421	1,529	271,950	23,063	26,901	321,915	1.74
203,639			203,639	698	204,337		0	204,337	1.10
181,735	8,747	24,557	215,039	2,207	217,247	35,588	2,245	255,080	1.38
149,609	7,104	13,800	170,513	698	171,212	30,860	51,152	253,223	1.37
1,393,533	79,631		1,473,164	21,166	1,494,330	146,143	58,963	1,699,436	9.17
207,632			207,632	1,976	209,608		534	210,142	1.13
336,371			336,371	2,041	338,412		14,610	353,021	1.91
69,095		391	69,486	698	70,184		0	70,184	0.38
94,687			94,687	698	95,386		4,066	99,452	0.54
540,766	33,663		574,429	8,459	582,888	135,967	33,039	751,894	4.06
411,292	19,535	11,322	442,148	2,710	444,858	61,885	19,394	526,137	2.84
121,104			121,104	698	121,802		1,104	122,906	0.66
102,993		8,946	111,939	698	112,638		12,954	125,591	0.68
536,371		60,581	596,952	7,047	603,999		104,044	708,043	3.82
287,391	24,970	12,048	324,409	2,238	326,647	48,441	17,278	392,366	2.12
202,098		9,765	211,863	783	212,647		7,286	219,933	1.19
184,424		8,978	193,402	847	194,249		13,432	207,681	1.12
220,685	15,625	6,021	242,331	1,061	243,393	15,274	3,974	262,641	1.42
221,088	10,236	26,485	257,808	1,852	259,660	4,882	12,909	277,451	1.50
84,055		306	84,361	698	85,059		34,426	119,486	0.64
233,626	10,633	11,993	256,253	2,977	259,229	36,668	17,682	313,580	1.69
1,058,864			1,058,864	3,932	1,062,796		1,086	1,063,882	5.74
395,054	32,508		427,563	4,831	432,394	51,728	22,827	506,949	2.74
234,075		2,502	236,577	1,971	238,548		36,237	274,785	1.48
161,760	6,108	18,003	185,871	698	186,569	9,029	5,106	200,703	1.08
316,729	19,084	20,939	356,752	2,313	359,065	21,155	20,608	400,828	2.16
143,218		21,175	164,393	698	165,091		3,312	168,403	0.91
139,281			139,281	698	139,979		957	140,936	0.76
101,739		2,748	104,488	757	105,245		13,542	118,787	0.64
81,675			81,675	698	82,374		5,906	88,280	0.48
482,188		4,212	486,400	5,510	491,910		37,334	529,244	2.86
139,475		39,681	179,156	698	179,854		1,987	181,841	0.98
880,003		28,699	908,703	11,732	920,435		65,657	986,091	5.32
351,039	17,219	23,406	391,663	2,089	393,751	51,952	18,106	463,809	2.50
99,223		5,853	105,076	698	105,774		13,064	118,838	0.64
498,676	44,311	24,054	567,041	5,533	572,574	65,110	29,043	666,726	3.60
196,976	8,325	14,330	219,631	1,126	220,757	21,027	16,291	258,075	1.39
179,240		19,994	199,234	1,180	200,414		8,464	208,878	1.13
576,665	23,994	97,460	698,119	5,990	704,109	36,392	159,585	900,086	4.86
106,895			106,895	685	107,580		10,563	118,144	0.64
200,372	10,371		210,743	1,186	211,928	4,378	7,121	223,427	1.21
109,249		3,593	112,842	698	113,540		0	113,540	0.61
300,815	17,064	13,654	331,532	1,843	333,375	20,981	7,084	361,440	1.95
985,661	50,615		1,036,276	9,452	1,045,728	79,828	43,498	1,169,053	6.31
124,356		2,142	126,498	1,097	127,594		2,006	129,600	0.70
74,127		446	74,574	698	75,272		3,680	78,952	0.43
296,477	18,809	2,036	317,322	3,183	320,505	69,394	25,668	415,567	2.24
240,944	13,798	72,406	327,147	2,672	329,819	70,188	16,486	416,494	2.25
159,673			159,673	698	160,371		57,371	217,742	1.18
223,415	12,136	59,834	295,385	2,049	297,434	40,526	13,156	351,116	1.64
109,287		4,263	113,550	698	114,248		3,680	117,928	0.64
86,708			86,708	1,766	88,474		0	88,474	0.48
15,092,382	498,580	676,622	16,267,584	139,660	16,407,244	1,080,460	1,085,417	18,573,121	100.00



**Intermodal Surface Transportation  
Efficiency Act of 1991 (ISTEA) Publications  
Brochures Published During 1992**

NAME OF DOCUMENT	DATE PUBLISHED
1. A Summary of the Intermodal Surface Transportation Efficiency Act of 1991	December 1991
2. A Summary – Motor Carrier Act of 1991 Title IV of the Intermodal Surface Transportation Efficiency Act of 1991	January 1992
3. A Summary – Environmental Programs and Provisions of the Intermodal Surface Transportation Efficiency Act of 1991	March 1992
4. A Summary – Design and Construction of Highway Projects under the Intermodal Surface Transportation Efficiency Act of 1991	May 1992
5. Electronic Access to Questions and Answers on the Intermodal Surface Transportation Efficiency Act of 1991	May 1992
6. Building A Better Partnership: Public/Private Cost-Sharing and Toll Financing Provisions of the Intermodal Surface Transportation Efficiency Act of 1991	June 1992
7. A Summary – Air Quality Programs and Provisions of the Intermodal Surface Transportation Efficiency Act of 1991	August 1992
8. Civil Rights Implications of the Intermodal Surface Transportation Efficiency Act of 1991	August 1992
9. A Summary – Bicycle and Pedestrian Provisions under the Intermodal Surface Transportation Efficiency Act of 1991	September 1992
10. A Summary – Opportunities for Local Governments under the Intermodal Surface Transportation Efficiency Act of 1991	November 1992
11. Edge City and ISTEA – Examining the Transportation Implications of Suburban Development Patterns	January 1993
12. Roundtable Discussion on Federal-aid Toll Financing Provisions of ISTEA Sponsored by AASHTO, FHWA, and IBTTA	(proposed for) February 1993 (in progress)



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Publication No. FHWA-PL-93-013  
HPP-20/2-93(10M)E